

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

767

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SECURITY INFORMATION

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Ch'ongjin to Najin Railroad Line

1. In January 1953 the Ch'ongjin Railway Station was in a tunnel at Haepang-ni (EB-668266) in the Ch'onma-san valley. A train was operating between Ch'ongjin (N 41-47, E 129-48) (EB-6626) and Najin (N 42-15, E 130-17) (FB-0678).¹ It had seven cars as follows: two cars for special officials, two for ordinary officials, one for general passengers, one freight car for small baggage and one car for postal traffic. On the scheduled day of departure the empty train would move from the Ch'onma-san valley tunnel to the former Ch'ongjin Railway Station (EB-666264), where it would stay for approximately one hour prior to departure time. The time table was as follows:

	<u>Arrival</u>	<u>Departure</u>
Ch'ongjin (N 41-47, E 129-48) (EB-6626)		2045
Namyang (N 42-58, E 129-51) (EC-6957)	0400	2000
Najin (N 42-15, E 130-17) (FB-0678)	0300	1900
Namyang	0200	2100
Ch'ongjin	0500	

On the incoming train the passengers would get off at the Susong Railroad Station (N 42-58, E 129-51) (EC-6131) or the Sokmak Railroad Station. The train fare between Ch'ongjin and Namyang was 77 won; between Ch'ongjin and Najin, 137 won; and between Ch'ongjin and Hoeryong, 52 won.

2. Documents needed to purchase tickets were as follows: for special officials such as soldiers and uniformed personnel of the Ministry of Interior, official identification, official travel orders, and certificate of payment deferment; for ordinary officials, identification, travel orders and confidentials; for general passengers, citizenship cards and sterilization certificates. Close surveillance was maintained to insure that all persons had the proper documents before purchasing tickets. One uniformed and one plain clothes man

CONFIDENTIAL

25X1A

25X1A

CONFIDENTIAL

- 2 -

inspected passengers during the trip. NKPA military police made inspections on the trip. A staff of seven women conductors checked tickets twice during the trip.

Chaedok to Hyesanjin Railroad Line

3. In early March passengers were not being handled on the line between the Kilchu Railroad Station (N 40-57, E 129-19) (EA-2733) and the Chaedok Railroad Station (N 41-08, E 129-10) (EA-1453). However, a passenger train left the Chaedok Station at 0200 hours for Hyesanjin (N 41-24, E 128-10) (DA-3083), and another train arrived at Chaedok at 1900 hours from Hyesanjin. The fare was 38 North Korean won between Chaedok and Paegam (N 41-14, E 128-48) (DA-8364), and 64 won from Chaedok to Hyesanjin. Train tickets were checked once at the Yanggok Railroad Station (N 41-10, E 128-56) (DA-9457) or the Hapsu Station (N 41-13, E 128-51) (DA-8762) on the Chaedok to Paegam line, and once at the Yongha Station (N 41-16, E 128-42) (DA-7568) or the Namchung Station (N 41-17, E 128-35) (DA-6570) on the Paegam to Hyesanjin line.
4. North Korean army personnel and officials of the North Korean Ministry of Internal Affairs received high priority in buying tickets, and only the remaining tickets were sold to the general public. Official travellers needed travel orders to purchase tickets, and private citizens needed their citizenship cards. Whenever a ticket was sold to an official traveller, the railroad station stamp was chopped on the travel orders. Since it was difficult for civilians to obtain tickets, they usually obtained travel orders from an acquaintance who worked in a government office, or had an official traveller amend the entry showing the number of travellers allowed on his orders. Whenever a person was caught without a ticket, he was fined four times the cost of the ticket from the starting station. At the Paegam Station, railroad investigators checked the belongings of the passengers while North Korean army military police patrolled the station.

25X1A

1. Comment. For a report [redacted] on the Ch'ongjin-Najin Railroad Line in February and March 1953, see [redacted] 25X1A 25X1X

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